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In many respects the investigation was scanty and superficial, but its results seem to justify the opinion that while it will not be possible to obtain statistical proof of the effect of the socialistic legislation on the cost of poor relief until the lapse of a longer time shall have made its effect more apparent, there is good reason to believe that these new measures have already exercised an important influence in preventing the increase of the expenditures for charity which would otherwise have been necessary.

M. K. CONYNGTON.

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#### RAILWAY STATISTICS.

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*Forty-Third Annual Report of the Railroad Commissioners of Connecticut for the Year Ending September 30, 1895.* Hartford. Pp. 500, 116.

During the year the number of passengers carried showed a falling off of 582,613, or about one per cent. This reduction was caused by the competition of the electric roads. The total number of tons of freight transported increased a little over one-tenth. The relation of the unemployed to fatal accidents on railways is indicated by the fact that the number classed as trespassers injured during the past year on the railroads was but 150 as against 175 the previous year. Of this number more than one-half, or 78, were killed.

*Eighteenth Annual Report of the Board of Railroad Commissioners of Iowa for the Year Ending June 30, 1895.* Des Moines, 1895. Pp. xl, 316.

Complaint is made of the difficulty in obtaining information from railway companies that will disclose the working of the system of railroad transportation within the state. Detailed statements, consequently, of the operation of roads as limited by state lines are little more than an approximation. In the Appendix is given a valuable index of all the volumes thus far published by the Commission from 1878 to 1895, inclusive.

*Thirty-Seventh Annual Report of the Railway Commissioners of Maine for the Year Ending June 30, 1895.* Augusta, 1895. Pp. 59, 155, 391.

New railroad construction in Maine during the year ending June 30, 1895, was 110 miles, making a total of 1626 miles now operated.

In this computation only the main line and branch tracks are taken into consideration. There was a falling off in the number of passengers carried of 309,377, or a little over 5 per cent of the total. This is a continuation of the decrease of the preceding year. There was an increase, however, in the number of passengers carried one mile, the number being the largest on record, amounting to 128,941,645, an increase of 8,211,298. There was an increase in the gross transportation earnings and the number of tons of freight carried.

The return of the street railroads show a continuous increase in the passengers carried and earnings. The increase in the number of passengers carried during the past year was about 12 per cent.

During the year there were two passengers killed and 11 injured; 9 employees killed and 35 injured, a favorable record as compared with the rest of the country.

*Twenty-Third Annual Report of the Commissioner of Railroads of Michigan for 1895.* Lansing. Pp. lxi, 454.

It is demonstrated here also that there are many misleading statistical statements in this series of reports, owing to the fact that many railroads doing business in the state are located partly within and partly without the state, and there is not an accurate separation of the respective accounts. For the first time a table is published, showing the earnings of Michigan railroads in detail, both as to rate per ton per mile and rate per passenger per mile. The earnings during the year 1894 were 19.03 per cent less than in 1893. The number of employees was 23,458, a decrease of 3307 from 1893. Interesting tables are given on taxation of railroads, the total amount paid being \$676,136. This was a decrease of 16.63 per cent from the preceding year. Michigan railways pay \$89.30 taxes per mile of road.

*Fifth Annual Report of the Board of Railroad Commissioners of North Carolina for 1895.* Pp. xiii, 712.

A distinctive characteristic of the reports in North Carolina are the tables of valuation and assessment of railroad property as a whole and by towns. The valuation is also given of Pullman cars on the various lines and the telegraph companies. The larger portion of the report is devoted to the detailed accounts of various roads.